SOUTHERN FARM NOTES.

TOPICS OF INTEREST TO THE PLANTER, STOCKMAN AND TRUCK GROWER.

Poultry Keeping in the South.

A poultryman writing from South Florida, to the Successful Poultry Journal, says:

The first frosts have touched most of our Northern cities and soon shivering humanity will be seeking comfort in the sunny South. And we are busy preparing to cordially receive all who come.

We want them to find all the luxuries here to which they are accustomed.

So all raisers of the plump, tender, well grown broilers or "fryers," as we call them, are now preparing to hatch every egg that can be spared. During September yards have been filled with eight or ten newly moulted hens and a male bird of some good breed for broiler raising. We prefer R. I. Reds, as they early make plump little fellows with good yellow skin and are very hardy. In two months, if kept growing well, they are ready for market, weighing about two pounds each.

Prices are best from January to April. Any of the American or Asiatic breeds are good for broiler stock.

The hens in these breeding pens are well fed with mixed grains, principally wheat and oats well scattered in litter. They are on good Bermuda grass yards, so get plenty of green feed. A good many eggs are brought in each day, though many of our neighbors complain that they find "no eggs" this time of year.

If the hens are well managed and well fed, there should not be this difficulty in getting eggs, for we find that those who are making a business of broiler raising here, know they must hatch these broilers in October and November to receive the best returns, are moulting their stock early by the Van Dreser method, and also hatching pullets in February and March that will be laying in the fall.

With good fertile eggs and an incubator of one of the best makes, by the first of November the brooders should be full of downy little fellows, lively and happy. The incubator must be closely watched though, during the hatch, for it is very apt to run too high these warm days, and the little chicks either cannot break through the shell, or come out weak and soon die off. The lamp in a hot air machine should often be put out entirely during the middle of the day, and turned up well at night.

Good brooders are as essential as good incubators. Beware of one that is not well ventilated, but one with too great a circulation of air will be hard to heat and the chicks will be in great danger of being chilled.

The former evil is greater here, however. A brother poultry man who has great success in raising little chicks, rarely losing one, had some little children visiting at his home. In the afternoon they were playing about one of the brooders, and knowing no better, pushed the ventilating slide entirely in. In the morning the poultryman was dismayed by opening the brooder to find several dead chicks. The heat was all right, he fed nothing but a "baby chick feed," he could not imagine what the trouble was till he noticed the closed slide. Opening it at once, he lost no more chickens in that brood. On this account brooders made for Northern climates and working successfully there, are death traps for brooder chicks is used in this section.

Th difference between the temperature inside the brooder and the outside air is not great enough to cause sufficient circulation through the small openings provided for ventilators. We bought two such brooders, which were highly recommended and cost a good sum. We were inexperienced then and could not understand why we lost so many chicks in these two when in those of another make the little fellows were growing well. After replacing a glass plate in the top of the nursery chamber with some fine wire screen cloth, the brooders did fairly good work. But it is better to buy those that are especially adapted to this climate. This, with a good baby chick food of finely ground mixed grains, pure, fresh water, a little charcoal, fine grit, some green food and careful attention to regular feeding hours and to keeping the chicks out of wet grass and sharp winds will raise from a good hatch a fine lot of marketable broilers that will well repay for the time and trouble spent. It is hatching at the right season, keeping the little chicks alive and growing rapidly, and marketing them as soon as they are of broiler size, that makes the business of broiler raising such a profitable one.

Treatment For Smut.

The smut of grains is caused by a fungus, the spore (the spore is the reproductive body of fungi, corresponding to the seed in higher plants) of which is carried in the seed to the young plant. Smutted plants in the field, and in threshing, shed their spores in the air. These spores are then carried about by the wind, many of them finding lodgment in the seed of neighboring plants. They are thus planted with the grain and the same moisture, warmth, etc., which starts the plant into renewed life quickens the smut. It thus happens that many young plants are, in earliest infancy, attacked by the smut enemy, which, having gained entrance, lurks within the plant until blooming time, when it breaks forth in its well-recognized form. Only very young plants are susceptible to attack of the smut, therefore if we can so treat the seed of the plants as to destroy the adhering spores of the fungus without injuring the grain, we can enable the young plant to pass the critical stage of its existence in safety. It is thereafter safe. Such treatment is possible. Smut can therefore be practically eliminated from the field. Several kinds of treatment are effective, but of all those known, that by formula is by far the best and cheapest.

Formalin can be purchased from a druggist at a cost of from seventy-five to ninety-five cents per pound. One pound mixed thoroughly with forty to fifty gallons of water is sufficient to treat forty to fifty bushels of grain.

To treat the grain spread it in a thin layer on a smooth barn floor and sprinkle with the diluted formalin, using either a spraying machine or a watering-pot. Sprinkle so as to thoroughly and evenly wet the grain with the mixture. Then shovel the grain over thoroughly a few times to insure even distribution and cover the pile with canvas, carpet, blankets or bagging, to keep the fumes of the formalin within. The pile should stand from six to twelve hours in this way. The oats may then be readily dried by mixing with air-slaked lime, and the lime may be removed by the fanning-mill. The seed is then ready to sow. It may be stored, but in so doing it is liable to renewed smut infection. The best way is to treat, dry, then sow as soon as is practicable.

In general, one gallon of mixture will suffice to treat one bushel of grain. The formalin should be used at the rate of one ounce to three gallons of water.

Formalin is an irritating caustic which should not be brought into contact with the skin in pure form. In diluted condition it is harmless.—F. L. Stevens, Biologist, Agricultural Experiment Station, Raleigh, N. C.

How to Detect Spavin.

The following test, furnished to the Farm Stock Journal by a veterinary surgeon, may prove useful to you, if you have occasion to buy a new horse:

When the buyer suspects that a spavin large or small is present yet finds lameness absent, possibly due to continuous exercise or some preventive measure adopted for the occasion, he can speedily ascertain whether it is indeed present by a simple test. Have an assistant lead the horse out to halter and prepare to trot him instantly at the word "go." Now lift up the foot of the suspected hind leg and hold it as close to the horse's belly as possible for a few minutes. Suddenly drop it and immediately trot the horse, when he will, for the first few steps or even rods go intensely lame, but soon recover. This is an unfailing test and should be practiced in every case where there is the slightest suspicion of a spavin.

Bone and Meat For Eggs.

There is no kind of food that will answer for summer unless it be free from fat or starch. If the flock is confined, food must be provided, and then a proportion of grain must be allowed; but if the hens are on a range they should be given no food. There is one kind of food that will make hens lay, and that is lean meat. And it may be allowed that those who use bone-cutters, and can secure fresh bone from the butchers, can provide the cheapest and best food that can be given. A pound a day for a dozen hens is ample. It costs but a small sum for a cutter, compared with the saving of food, and though operating a bone-cutter demands labor (as a bone is not easily induced), the gain is more than the expenditure. We probably refer to this summer feeding very often, but the tendency is to feed too much, and it is difficult to convince poultrymen of the fact. Meat stands first of all egg-producing foods, and it is the cheapest in proportion to results obtained.—Poultry News.

Proverbs and Phrases.

Want of care does us more harm than want of knowledge.—Franklin.

Becautious what you say, of whom and to whom.—Fielding.

Censure pardons the ravens but rebukes the doves.—Juvenal.

Ceremony is the smoke of friendship—From the Chinese.

With the good we become good.—From the Dutch.

Bits of Brightness.

Mistress—I am sorry to trouble you, Bridget, but my husband wants his breakfast tomorrow at 5:30.

Cook—Oh, it won't be no trouble at all, mum, if he don't knock nothin' over while cookin' it an' wake me up.—Judge.

He that will make a door of gold must knock in a nail every day.—From the Spanish.

The Worst Enemy.

The worst enemy of the good roads movement is the stupid neglect to which the newly-made roads are so often subjected—a neglect which dates from the very day on which they are completed. The indifference of the public and the parsimony of legislatures are not more hurtful to this good cause than the fact that in so many cases the new highways are suffered to fall into disrepair, just as fast as the traffic and the weather can wear them down. It is likely that everyone who reads this statement can call to mind one or more stretches of macadamized road in his immediate neighborhood, which to-day present a surface which is merely a mockery of that over which they rode when the roads were first opened to the public. This rapid deterioration was evident even in the days when the bicycle was popular, and before the automobile had commenced to tear loose the top dressing of the roads and scatter it to the winds under the united traction and suction of its rubber tires. The deterioration of newly-made roads was far too rapid, even in those days; but in this age of the automobile, the rate at which our highways have been torn to pieces, mainly because of lack of maintenance, or of maintenance that is properly applied, is simply appalling.

Of all the works of man that come within the province of the civil engineer, there are few, if any, which call for more careful attention, and more immediate repair on the first signs of disintegration, than the common turnpike macadamized road. Perhaps the nearest to it in this respect are the track and roadbed of a steam railroad; though we doubt if even that heavily-worked system shows the lack of upkeep so quickly as does a frequently-traveled highway. The amount of ignorance, or indifference, displayed in the neglect of new macadamized roads would scarcely be credible to a European, who has been accustomed to witness the watchful care with which the famous roads of Europe are maintained and the very first signs of wear corrected. Instead of keeping a gang of men employed in the constant, day-by-day repair of weak spots, hollows, and ruts, our authorities in many cases seem to think that it is sufficient to spread a few loads of top dressing over the whole surface of the road annually or biennially, as the case may be, and let it go at that. Under this method the solid portions of the road receive just as much care as those which have developed soft spots and show the need of more extended repair. The top dressing serves no better purpose than to temporarily cover up the damage of the last season's travel, and in a few weeks' time the surface is about as badly, if not more, broken up than before. Matters go from worse to worse until there is a call for drastic remedies. In nine cases out of ten the drastic remedy consists in breaking up the entire surface, and practically rebuilding the road.

Now, it has been proved to a demonstration, not merely in Europe, but in certain sections of this country where the maintenance of roads is intelligently and conscientiously carried on, that if a macadamized road be properly built in the first instance, with firm foundation, adequate drainage, and an ample crown to shed the water from its surface; and if a small force of men, answering to the section gang on a steam railroad, be kept constantly employed in repairing any incipient wear of the road, such a highway need never be rebuilt, but will be good for all time. That is the great lesson which needs be enforced by the advocates of good roads. When it has been brought home, and commissioners have learned to maintain their new roads in absolutely first-class condition, so that the value of a macadamized road will be apparent, not merely in the first few months of its life, but continuously through the succeeding years—then, and not till then, we may look for the rapid extension of a system of macadamized highways throughout the whole of the United States.—Scientific American.

Dustless English Streets.

The streets of Nottingham, England, are sprinkled with water in which chloride of calcium has been dissolved and are therefore dustless. One dressing every three or four weeks is enough to keep them so, even in the hottest weather. The cost is very small.

Oiling Bluegrass Pikes.

The work of oiling seventy-five miles of Fayette County's turnpikes has begun and it is estimated that about 7000 gallons of oil will be required for each mile of road.—Kentucky Farmers' Home Journal.

He Lost Nothing.

Harry's mother had given him an apple and told him to peel it before he ate it. Returning to the room after a few moment's absence, and seeing no peeling, she asked:

"Did you peel your apple, Harry?"

"Yes," answered Harry.

"What did you do with the peelings?" she asked.

"Ate them."—Harper's Weekly.